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Photograph © Oscar Marcus from Black Star

THE ARAB SCANS THE POLITICAL HORIZON FOR A RISING SUN

Six Arab states sent delegates to London for the Palestine Round Table Conferences, which disputed Holy Land government while home folks, like this customs inspector at Jiddah, watched developments, and celebrated or rioted accordingly. The inspector's frayed but tailored coat contrasts with the fancy flowing headdress which protects him from the sun (Bulletin No. 1).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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Arab World Rallies for Palestine Independence Dispute

WHILE bombs exploded in vegetable baskets in a Holy Land patrolled by armored cars, the Palestine Round Table Conferences in London at the first of March were virtually wrecked over plans for an independent Palestine government.

The proposals would immediately give Jews and Arabs alike their ministers in the disputed country's executive council. By 1944 it would provide for independence, with a native government based on proportional representation. Arab delegates from six countries rejoiced; Jewish delegates walked out on the Conference. Since Arabs in Palestine outnumber Jews two to one, this plan would result in another Arab nation. Instead of becoming a Jewish national home, it would take its place beside today's other remnants of an erstwhile Arab empire.

Five Million Square Miles Show Arab Influence Beyond Desert Oases

Before the World War, there were no independent Arab nations. (Most Moslems were under the Turkish Empire, which Arabs had once converted.) Today there are the four independent kingdoms of Saudi Arabia, Yemen, Egypt, and Iraq, plus the Sultanates of Oman and Kuwait, and lesser principalities of the Arabian peninsula more or less under the protectorate of Great Britain. Syria, under French mandate, has ratified a treaty with France leading to eventual sovereignty.

All together, Arab countries, both independent and under the colonial administration and protectorate of Britain, France, Italy and Spain, cover an area estimated to be about five million square miles in extent.

Saudi Arabia and Yemen, in the Arabian peninsula, plus Iraq to the northeast and Egypt across the Red Sea, contain a large proportion of the world's Arabs. They do not, however, exhaust the roll call of independent states, mandates, and colonies in this part of the globe which still cling to the heritage of an Arab conquest of more than a thousand years ago.

Conquest Spread as Well as Religion

Through religion, language, or blood, Arab influence stretches over a vast area between the Atlantic and Indian Oceans. It colors life in all of North Africa. It extends, by way of the Anglo-Egyptian Sudan, toward the heart of the Dark Continent, and spreads eastward across Arabia into much of the Near East.

Roughly, forty million people, under various flags south and east of the Mediterranean, speak the Arabic tongue. A great many of these are not Arabs; but most of them share the religious faith fathered by the Arab leader Mohammed. In Iran (Persia) and Turkey alone, where there are comparatively few Arabs, the Moslem population is estimated to be some 20,000,000 strong.

Sacred to all Mohammedans are the three cities of Mecca and Medina in Saudi Arabia, Jerusalem in Palestine.

The spread of Arab influence and culture began 13 centuries ago. Moslem conquests, which the "true believers" considered a religious duty, began at the death of Mohammed in the 7th century of the Christian Era. With sword in one hand and Koran (the Mohammedan Bible) in the other, the Arabs conquered Syria, Persia, and Egypt. Later they pushed westward across North Africa and up into Spain.

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Photographs by Joseph F. Rock

NASHI MAIDS BECOME BRIDES IN RENTED CHINESE WEDDING GOWNS

Unmarried girls (left) wear homespun dresses, and a sleeveless jacket of goatskin. For their wedding, however, Nashi girls don Chinese satins and brocades rented from their neighbors, who must assist the brides into unfamiliar finery (Bulletin No. 3).

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Pony Express—& Co.—Stage Come-Back for 1939 Centenary

THE "Flying Pony of the Plains" will gallop again through alkali dust and mountain snows, over part of the Pony Express Trail between St. Joseph, Missouri, and Sacramento, California. A marker has been designed for the old 1860 trail, showing horse and rider caught in the act of speeding at the eight-miles-per-hour average that made America gasp. The old route corresponds roughly to U. S. Route 30 to Salt Lake City, and Route 40 from there to Sacramento.

The clatter of that "Telegraphic" pony's ghostly hoofs rings louder in 1939. This year the Railway Express celebrates the centenary of a business which traced new trade routes across the geography of a nation's growth.

The Pony Express, the Overland Mail, Buffalo Bill, Bret Harte, and some of the country's more notorious stagecoach robberies appear in American folklore after being recored first on ledgers and waybills of Wells-Fargo or Adams Express.

Founder Carried Bundles in His Suitcase

This year 57,000 expressmen are honoring as the "inventor" of their vocation an energetic Bostonian, William F. Harnden, who magnified the errand boy's role into big-business transportation. In March, 1839, Harnden started transporting bundles and packages between New York and Boston, carrying his leather bag as far as Providence on the train and changing there to reach New York by steamboat. He also undertook to carry packets of money, and pay and collect bills. Others had tried his scheme several years earlier, but so thoroughly did he impress patrons with the "express" nature of his service that later expressmen built him a monument as "Founder of the Express Business in America."

It was Harnden who helped open the sluice gates for the tides of mid-century immigration into the United States. After opening branch express offices in large cities on the American east coast, he gathered Europe too into the newly invented express network. It was a simple step to advance from delivering bundles to delivering untraveled immigrants, whose American relatives had prepaid their passage, along with their bags and baggage. From the New York and Boston offices of Harnden's company, settlers were "trans-shipped" to the Middle West.

Two Years of Pony Express Captured American Imagination

Second Titan in the expressman's Hall of Fame was Alvin Adams, Vermont orphan who started his own business on a hundred-dollar loan. He first attacked the short run between Boston and Worcester. Within ten years he was head of a company operating along the Atlantic coast, and already headed for the Pacific.

Since almost every small railroad had its corresponding express company, there were dozens of different names appearing on the wheelbarrows that collected bundles and the early carpet bags in which they were carried. For speed and convenience there were many mergers, resulting in the growing importance of such names as Wells-Fargo, the American, the National, and the United States Express.

When the Civil War nipped off the southern end of the northern-owned express companies' business, Adams created a Confederate twin to the Adams Express—the Southern Express Company. The new organization became official carrier for the vital provisions and supplies which families at home sent to the Confederate Army in the field. Express companies on both sides followed each new bend in the battle line, shipping home the monthly pay in carefully many-sealed envelopes and the dead in hastily built coffins.

When the golden magnet drew men to California's mountains, the Adams

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They carried an accumulation of knowledge which included not only religious, political, and military organization but arts and sciences far in advance of Europe's culture at the time. Philosophy, astronomy, mathematics, law, history, and medicine were all part of the Arabic-Persian culture that centered in Baghdad in the 8th and 9th centuries. Early Arab poetry, lost for a time, was reclaimed. As the original conquest spread in an ever-widening circle, the learning of various conquered peoples was picked up and carried along in such diversified fields as philology, warfare, and architecture (illustration, below).

The period of direct Arab supremacy passed. The vast Islamic empires that followed have been carved up into individual Moslem states. But the Arab base remains wherever the religion is practiced and the language spoken, heard over the radio, or published in books and newspapers.

Note: See also "Change Comes to Bible Lands," *National Geographic Magazine*, December, 1938; "Pearl Fishing in the Red Sea," and "Pilgrims' Progress to Mecca," November, 1937; "Bedouin Life in Bible Lands," January, 1937; "Petra, Ancient Caravan Stronghold," December, 1935; "Suez Canal, Short Cut to Empire," November, 1935; "Changing Palestine," April, 1934; "Unbeliever Joins the Hadj," January, 1934; "Road of the Crusaders," December, 1933; "Secrets from Syrian Hills," July, 1933; "Into Burning Hadhramaut," October, 1932; "New Light on Ancient Ur," January, 1930; "East of Suez to the Mount of the Decalogue," December, 1927; "Flying over Egypt, Sinai, and Palestine," September, 1926; "Land of Egypt," March, 1926; "A Visit to Three Arab Kingdoms," May, 1923; "The Rise of the New Arab Nation," November, 1919; and "Flower of Paradise," and "Mecca the Mystic" (Saudi Arabia), August, 1917.

See also the Society's map, "Bible Lands and the Cradle of Civilization," published as a supplement to the December, 1938, *National Geographic Magazine*. Separate copies can be had from The Society's Washington, D. C., headquarters at 50¢ (paper) and 75¢ (linen).

Bulletin No. 1, March 20, 1939.

Photograph by Dr. Gilbert Grosvenor

KEYHOLE GATES UNLOCKED NEW BEAUTIES TO MOORISH ARCHITECTURE

Moorish architecture followed the spread of early Arab power, showing how the builders of an originally tent-dwelling nation could progress. The typical keyhole, or horseshoe, gate of Bou Jeloud in Fez, Morocco, reveals a vista equally as typical, with its pencil-slim mosque minarets. Panels of mosaic and carving (top near left corner) are characteristic decorations of wall surface.

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Priest-Sorcerers Dance Evil Spirits Away for China's Nashi Tribesmen

ALONE American college boy has announced that his quest for learning will take an unusual turn—from up-to-date textbooks to crudely illuminated manuscripts of China's vanishing Nashi tribe. He will track down the manuscripts and scrolls for his strange "assignment" in the southwesternmost province, Yunnan, where Nashi tribesmen inhabit mountain villages so remote and poor that the Chinese have not considered them worth conquering.

About half of Yunnan's people are Chinese. The other half of the population is made up of various aboriginal tribes, showing the influence of Tibetans from the west and Burmese from the south as much as the influence of the Chinese. Yunnanfu, the province's capital, has a railroad connection with Indo-China, but the former Chinese capital city, Nanking, is 2,800 miles away. In 1937, a motor caravan established a rapid transit record of 25 days between these important southern cities.

Story of the Flood in Nashi Pictographs

In the northwestern part of Yunnan, centering at Likiang, most prevalent people are a tribe called Mosu by the Chinese. They call themselves, however, the Nashi, or "Dark People."

Primitive shepherds and farmers, the Nashi kindle fire with flint and use clumsy hand-hewn solid wooden wheels. Their religion is almost as primitive—a noisy and picturesque system of propitiating evil spirits and casting out demons.

One of the pioneer students of the religious practices and manuscripts of the Nashi was Dr. Joseph F. Rock, leader of the National Geographic Society's Yunnan Province Expedition and the first white man to explore many of China's western mountain fastnesses.

Among the discoveries Dr. Rock made during two years spent with Nashi tribesmen was a small nine-page book written in the secret pictograph symbols of Nashi priests, containing what may be a local version of the story of Noah's Flood. The frail booklet, with some splashes of crude color still bright on its brown and crumbling pages, is now deposited in the Library of the National Geographic Society in Washington, D. C.

With Noise and Fire the Toothache Demon Is Routed

Giving a Nashi account of the creation of the world, the book describes Nluo and Sse, their Adam and Eve. They met near a mountain whose slopes they climbed to cut firewood, and in this Chinese Garden of Eden, the firewood helpfully walked down to their dwelling without being carried! The Deluge, in the Nashi chronicle as well as in the Bible, covered the world. Its receding waters left lakes and rivers on the face of the land, and revealed a house, which everyone copied thereafter as a model home. Nluo and Sse became the leaders of a newly washed world, teaching the people to speak.

The peculiar pictograph script in which this story is recorded is half-picture, half-writing. "It is undoubtedly of Tibetan origin," was Dr. Rock's conclusion, "and of an unknown date, resembling certain drawings in pre-Buddhistic religious books of the Bonpo sect. The Tombas alone are acquainted with this script, and they pass on their knowledge to their sons, for the office of the Nashi priesthood is an hereditary one."

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Express promptly followed them, to send parcels and letters into the mining camps (before the U. S. Post Office prohibited private mail deliveries) and to ship precious packages of gold dust back to the Philadelphia mint. Some agents collected an ounce of "dust" for delivering a single longed-for letter from home. Wells-Fargo later became the dominant name on western stagecoaches that rocked precariously through country infested with Indians and "road agents." Early coast-to-coast express messengers traveled by steamboat to the Isthmus of Panama, across that by mule or coach, then by boat again to California—nevertheless a shorter trip in time than the five-months' overland journey.

The speed with which the Pony Express twice a week galloped along the overland route captured American imagination. Although the pony service lasted only two years, charged $10 an ounce for delivery, and was a financial failure, it became a symbol of efficiency.

Now 95 per cent of the express business travels by rail. Steamers carry express to some rail-less areas, and the service is supplemented by trucks on highways, even sleighs and wheelbarrows in emergencies. Within the past twelve years express has sprouted wings, and shipments now fly over some 38,000 miles of domestic air lines, linked with other lines for the Orient and the Latin American countries. The business that once jogged along in saddlebags and suitcases involved about 140 million separate shipping transactions in 1938, using more than a quarter of a million miles of the nation's transport facilities in shuttling its packages "from here to there" among 23,000 offices.

Note: For other photographs and data on transportation, see "New Mexico Melodrama," *National Geographic Magazine*, May, 1938; "Speaking of Kansas," August, 1937; "Trains of Today—and Tomorrow," November, 1936; and "Northern California at Work," March, 1936.

Bulletin No. 2, March 20, 1939.

Photograph by Clifton Adams

EITHER END WAS EXPRESS-BUSINESS END FOR THE STAGECOACH

Today express shipments still travel by stage, up remote mountain canyons of the West where no other conveyance goes. But when express service began, the "matchbox on wheels" represented rapid transit. Coaches built in Concord, New Hampshire, in 1850 arrived in California to open up express and passenger service. This old coach, preserved in Concord, is typical: slung on straps instead of springs, racks on top sometimes used for a dozen passengers, long hand brake beside the driver. The "treasure box" under the driver's seat carried mail (both U. S. and express) and express valuables, such as gold dust. On the back is the "boot"—the rack, usually covered with leather, for baggage and bulkier express packages.

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Ypres (World War "Wipers") Among Belgian Names Changed

THE rich Flemish culture of Van Dyck, Rubens, and Maeterlinck has received official recognition in Belgium at last.

Brussels, capital of a country of eight million, now has two national academies of fine arts and letters. Last month Belgium's leading city saw the inauguration of the Flemish Academy of Science, Letters, and Fine Arts. The older academy is French.

Although one of Europe's smallest nations, Belgium has room for two peoples, with a language apiece. The northern part, dominated by the flat plains and poppy fields of Flanders, is home to the Flemings, whose speech resembles a dialect of Dutch or German. The southern part, bordering France, holds in its valleys and forested hills the shorter and darker French-speaking people dubbed Walloons, which was a Teutonic word for "foreigners." When Flanders in the 16th century became a subject province, Flemish was banned, and French came into official use. Belgium in 1895 adopted both tongues again, but a patriotic "Flemish Movement" has campaigned for a century for more recognition of the northern region's culture.

Mayflower Pilgrim Had Walloon Wife

In practice the country has three languages: modern French, Flemish, and Walloon. The French dialect of the Walloons is so ancient as to be a different language. Signs in southern Belgium show street and shop names in French and Walloon; in northern Belgium, in French and Flemish.

The Flemish part of Belgium's population has been widely advertised by the paintings of Memling, Hals, and Breughel, of Van Dyck and Rubens. The inconspicuous Walloons too have played their part on the world stage. An English Pilgrim who embarked on the *Mayflower* had previously married a Walloon maid. A boatload of Walloon settlers sailed up the Hudson and pioneered in the wilderness of New Netherlands; some stayed on the primitive little island of Manhattan.

Belgium's growing recognition of the Flemish language has changed a number of place names in Flanders—names grown grimly familiar in headlines during the World War, names now conned in history by the post-war generation. Possibly the farthest famed is Ypres, known to thousands of American and British soldiers as "Wipers" in spite of their French buddies' hiccoughing correction of the pronunciation. Henceforth the name will be given its Flemish spelling, Ieper.

Ypres, Now Ieper, Called "Martyr City of World War"

Other towns and their new titles are Louvain, now to be called Leuven; Bruges, Brugge; Courtrai, Kortrijk; Mons, Bergen; Rammont, Geeraardsberger.

Although Louvain and Mons played important parts in Belgium's World War drama, Ypres came in for widespread sympathy because nearly all of the once beautiful town was destroyed by constant shelling. It has also been called the "Martyr City" and the "Holy Ground of British Arms," because of the thousands of British soldiers who died there. On the edge of the town a memorial has been erected to more than 50,000 of them—the Menin Gate.

Dating from the 9th century, Ypres reached the zenith of its power in the 13th and 14th centuries, when it was famed as a manufacturing center with a population of 200,000. Clothmaking was introduced toward the end of the 11th century. Another famous product of the city was Valenciennes lace.

Ypres vied with Bruges and Ghent as one of the most important industrial cities of the Middle Ages. Rivalry between them became so intense that jealousies,

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"This is the first time an attempt has been made to describe the religious ceremonies of the Nashi," Dr. Rock wrote in his account of the expedition. He described the Tombas' ceremonies to save the lives of cattle in a rapidly dwindling herd. He also attended and wrote of the important New Year's sacrifice on the outskirts of Nguluko village.

Frenzied dances, beating of drums and gongs, sacrifice, sorcery, and protracted chanting from religious writings were features of the rites. He observed the Dzu du ceremony, a demon-dance with a sword and flaming oil and red-hot ploughshare, by which the Tombas sought to scare away the evil spirit causing a dangerously abscessed tooth. "Early next morning," the explorer testified, "I called for the sick man who was the chief participant in all this weird ceremony. To my amazement he showed no sign of ever having had a diseased gum or palate, although the bad tooth remained." The Tombas received money, bacon, and grain for the religious dentistry.

Note: Additional descriptions and photographs of the Nashi are found in "Konka Risumgongba, Holy Mountain of the Outlaws," *National Geographic Magazine*, July, 1931; "Through the Great River Trenches of Asia," August, 1926; "Experiences of a Lone Geographer," September, 1925; "The Land of the Yellow Lama," April, 1925; and "Banishing the Devil of Disease Among the Nashi," November, 1924.

Bulletin No. 3, March 20, 1939.

Photograph by Joseph F. Rock

THE TOMBA'S DANCE MAKES ITS OWN MUSIC

In blue silk robe and cardboard flame-patterned crown, the Nashi priest tosses his sword, whirls about to bang his brass gong against the falling sword, then catches the sword. The result is a sacred dance of half-revolutions, accompanied by the rhythmic clashing cymbal.

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Pirate Treasure Find Revives Old Tales of Spanish Main

SPANISH doubloons glittering at his feet—and then he woke up! That has been every treasure hunter's dream for four centuries, and almost every treasure hunter's disappointment. But it was all in the day's work for a workman in Trujillo City, Dominican Republic, a few weeks ago. His pick exposed a pirate's cache valued at $75,000—gold doubloons coined in the 17th and 18th centuries, some two thousand of them.

The Caribbean in recent months has seen the U. S. Navy assemble for secret war practice beyond its portals. But now the Cinderella workman's modern fairy story has transformed the waters again into the Spanish Main of the "old bold days of Henry Morgan"—seaway of Spanish treasure ships pursued by Drake or Teach. Indeed, the Dominican Republic is the birthplace of the word, *buccaneer.*

Named in the heyday of conquistadores and pirates, the Old Spanish Main originally comprised the Caribbean Sea and that part of the Atlantic Ocean plied by Spanish treasure ships. The name later embraced the shores of the Caribbean islands and adjacent coasts of South and Central America. Now it has narrowed to denote the northern coast of South America between the Isthmus of Panama and the delta of the Orinoco—the coastal zones of Panama, Colombia, and Venezuela.

Amazing Tales of Fabulous Riches Drew Settlers

Columbus sighted the palm-fringed shores of the Spanish Main in 1498. Red-painted Indians sucking brews from gourds watched the subsequent arrivals of Balboa and others who carried back to Europe amazing tales of pearls, gold, and Indians suitable for slaves. Swarms of settlers erected fortified towns along the coast. Seeking the fabulous riches reported in the interior, they pushed through almost impenetrable jungles. Before them fled harassed Indians, discharging poisoned arrows, futile against armor.

Settlers lived largely on a plentiful supply of immense tortoises and wild boars. Some, settling near what is now Trujillo City (formerly Santo Domingo), hunted buffalo and smoked the meat. They were known as buccaneers from the French *boucaner,* to smoke meat. Others became planters, cultivating tobacco with the aid of numerous white and negro slaves. Bored with buffalo hunting, the buccaneers took up pirating to prey on Spanish galleons and coastal settlements. Runaway slaves joined the crews. To these seafaring bandits, the Spanish Main offered numerous natural advantages: luxuriant forests, for wood to build their barques; lakes of pitch for caulking the new craft; and hidden harbors from which to surprise their prey.

Fraternity of Pirates Marooned Offenders

About 1640, the pirates formed a sort of fraternity, calling themselves Brothers of the Coast. They laid down rules for discipline and for division of loot. They punished dissenting members of their society with exile on desert islands.

Despite attacks by English, French, and Dutch pirates, Spanish fleets monopolized the Caribbean trade for centuries. Between Cartagena and Cadiz sailed a steady parade of Spanish merchant ships, convoyed by war vessels. As their gilded prows entered the port of Cartagena, word spread to Portobelo, over the Isthmus and down to Lima, on north to Nicaragua and Guatemala. Then, with saddle-bags of gold and silver, caravans of burros started across the Isthmus to Portobelo. In the marketplace of the town, under great tents made of sails,

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plus the losses due to the great plague of 1383, finally led to their industrial decline. By the end of the 16th century there were not more than 5,000 people in Ypres.

Important monument to the greatness of this once prominent city was the magnificent Cloth Hall, called "Les Halles," built between 1201 and 1304. It was one of the most perfect specimens of Gothic architecture in Europe. Especially famous was the great Bell Tower which surmounted it. The beautiful Cathedral of St. Martin, within easy access of the Hall, was one of the remarkable religious structures of the Middle Ages.

Surviving the ravages of time and strife for centuries, these two great monuments of man's ingenuity were finally reduced to ashes and rubble during the World War, when the region around Ypres became a bitterly disputed battleground.

Ypres has now been partially rebuilt. In 1934 King Leopold dedicated the new belfry erected amidst the ruins of the Cloth Hall. The Hall itself, now built in miniature, can perhaps never be restored to its former glory, because of the many relics and furnishings which were destroyed.

Note: Excellent and up-to-date background material about Belgium and its bi-lingual problem is contained in "Belgium—Europe in Miniature," *National Geographic Magazine*, April, 1938. See also "Beautiful Belgium, Restored by Peace" (color insert), November, 1929; "Through the Back Doors of Belgium," May, 1925; "Singing Towers of Holland and Belgium," March, 1925; "The Battle-Line of Languages in Western Europe," February, 1923.

Bulletin No. 4, March 20, 1939.

Photograph by Gevaert

FUGITIVE FROM THE PAINTBRUSH OF A FLEMISH MASTER

Today's Flemings keep much of the picturesque dress and architecture made familiar by the realistic paintings of Franz Hals and Pieter Brueghel. The peasant woman shows her skill by slicing bread and not her shoulder.

Spaniards in ruffs and plumed hats sorted the plundered riches of the Incas, which then were dispatched to Cartagena, for transport to Spain.

Men of Iron in Ships of Wood

Hardly had a richly loaded Spanish fleet put to sea than lurking pirates gave chase. With no power but bellying sails, a slow-moving galleon had little chance against the swift sail-and-oar-propelled ships of the pirates. The raiders closed in, and clambered over the galleon's sides. They often butchered the galleon crew, broke open treasure chests and then battered the bottom out of the craft. Landing their booty, they divided it and in a few weeks or hours gambled it away, or spent it on riotous living. Extravagant living necessitated frequent plunder. When fleets were delayed by storms, cities along the Spanish Main were sacked.

Although gilded galleons have given way to unromantic freighters, precious cargoes are still shipped from the Spanish Main. Exports include platinum, gold, silver, oil from Venezuela, third largest oil producing country in the world, and emeralds from Colombia, which has the world's most important producing emerald mine. Among the "Main's" leading products are coffee, cacao, Panama hats, chicle, tonka beans, ivory nuts, which are made into many articles from umbrella handles to buttons, and kapok, so-called vegetable down, used as stuffing for upholstery.

Note: Photographs and additional information about the Spanish Main are found in "Southward Ho! in the *Alice*," *National Geographic Magazine, March*, 1938; "Crossroads of the Caribbean," September, 1937; "Bahama Holiday," February, 1936; "Hunting Useful Plants in the Caribbean," December, 1934; "Haitian Vignettes," October, 1934; "Skypaths Through Latin America," and "Hispaniola Rediscovered," January, 1931; "To Bogotá and Back by Air," May, 1928; "Jamaica, The Isle of Many Rivers," January, 1927; "Porto Rico, the Gate of Riches," December, 1924; and "Haunts of the Caribbean Corsairs," February, 1922.

The Spanish Main can be studied on The Society's map of Mexico, Central America, and the West Indies, which was published as a supplement to the December, 1934, issue of *The Geographic*. Separate copies of this map can be had from The Society's Washington, D. C. headquarters at 75¢ (linen) and 50¢ (paper); its index is 25¢.

Bulletin No. 5, March 20, 1939.

Photograph by Edwin L. Wisherd

THE PIRATE'S CAPTIVE CASTLE IS SERVANT TO A NEW HOTEL

The gaunt castle in Charlotte Amalie, capital city of St. Thomas (Virgin Islands), once housed the stormy home life of the pirate nicknamed Bluebeard because of a rumored thirteen wives. The thrill of pirate legend is served to guests in the hotel now built around the tower.